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Last Page.

Hongkong Daily Press.

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No. 17,301.

號一零百三千七四一第

日七十月九年丑癸

HONGKONG, THURSDAY, OCTOBER 16TH, 1913.

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Hongkong, 9th June, 1913. [783]

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Hongkong, 24th April, 1913. [808]

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Consultation Free.
Hongkong, 22nd September, 1913. [1101]

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Hongkong, 17th April, 1913. [539]

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| WEEK DAYS. | | |
|------------------------------|--------------------|--|
| 7.00 a.m. to 8.00 a.m. | Every 15 minutes. | |
| 8.00 " 10.00 " | " 10 " | |
| 10.00 " 11.00 " | " 15 " | |
| 11.00 " 12.45 p.m. | " 15 " | |
| 12.45 p.m. to 1.15 " | " 10 " | |
| 1.15 " 1.45 " | " 15 " | |
| 1.45 " 2.15 " | " 10 " | |
| 2.15 " 3.00 " | " 15 " | |
| 3.00 " 3.15 " | " 10 " | |
| NIGHT CARS. | | |
| 1.50 p.m. and 9.00 p.m. | 9.30 to 11.00 p.m. | |
| Every Half-Hour. | | |
| 11.00 p.m. to 11.45 p.m. | | |
| Every Quarter-Hour. | | |
| SUNDAYS. | | |
| 8.00 a.m. to 10.30 a.m. | Every 15 minutes. | |
| 10.30 " 11.00 " | " 10 " | |
| 11.00 " 12.00 noon | " 15 " | |
| 12.00 noon to 1.00 p.m. | " 15 " | |
| 1.00 p.m. to 5.00 " | " 15 " | |
| 5.00 " 6.00 " | " 15 " | |
| 6.00 " 8.30 " | " 15 " | |
| NIGHT CARS on Week Days. | | |
| Extra Car at 11.15 Midnight. | | |

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JOHN D. HUMPHREYS & SON,
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Hongkong, 1st October, 1913. [1163]

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THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
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Wireless Telegraph) as follows:

NORTH BOUND.

| 1st Class Fares | Shanghai (Steamer) | Lv. | Forenoon | Mon. | Wed. | Fri. |
|-----------------|------------------------|-----|-----------|------|------|------|
| \$ 40.00 | Dairen | Ar. | 3.30 p.m. | " | " | " |
| Y 14.45 | Mukden (S.M.R. Train) | Lv. | 11.25 " | " | " | " |
| Y 11.50 | Changchun | Lv. | 11.50 " | " | " | " |
| R 9.60 | Harbin (Russian Train) | Lv. | 8.00 " | " | " | " |
| | Harbin | Ar. | 2.00 p.m. | " | " | " |

Connecting at Harbin with { State Express from Moscow, Wagon-Lits from Moscow, State Express for St. Petersburg.

SOUTH BOUND.

| | Harbin (Russian Train) | Lv. | 7.10 a.m. | Mon. | Wed. | Fri. |
|---------|------------------------|-----|-----------|------|------|------|
| R 9.80 | Changchun | Ar. | 6.30 " | " | " | " |
| Y 11.50 | Mukden (S.M.R. Train) | Lv. | 7.00 " | " | " | " |
| Y 14.45 | Dairen | Lv. | 1.50 p.m. | " | " | " |
| Y 40.00 | Shanghai (Steamer) | Lv. | 2.10 " | " | " | " |
| | Shanghai | Ar. | 10.30 " | " | " | " |

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
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Thrice-Weekly Express Service between Changchun and Fusan without change, establishing
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[261]

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|---|----|--|----|--------|
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[735]

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[720]

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[140]

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TELEPHONE 1219.
Hongkong, 16th April, 1913. [696]

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of ALL PAGES should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 8th Ed. Meier. P.O. Box, 34. Telephone No. 12.

MARRIAGE.

BRISTOL, SYMONS.—On October 10th, at Shanghai, Henry Holditch Bristol, son of H. B. Bristol, Esq., formerly H. M. Consul, to IRENE GLADYS, daughter of the Rev. C. J. F. and Mrs. SYMONS, of Shanghai.

HONGKONG OFFICE: 108, DES VUEUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 16TH, 1913.

In a telegram addressed to the PRESIDENT last year, General LI YUAN-HUNG says: "If a nation is destitute of a system of morals, all bonds and principles must fall to the ground; if literary men throw over all restraint, no civilization can endure," on which Sir JOHN JORDAN comments, "Perhaps the most noticeable point in this telegram is the reflection it makes on the moral condition of China and the want of any religious system. China is as nearly destitute of religion as any country can be, and there is a growing feeling among reflecting men that education without religion will not produce the necessary element of stability. The adoption of Christianity as the national religion can hardly be regarded as a serious proposal, but the mere fact that such an idea is occasionally mooted shows the wonderful change public opinion has undergone in recent years." Two recent occurrences inevitably recall these utterances: the 1913 volume of the Journal of the North-China Branch of the Royal Asiatic Society contains a learned and informative paper by Mr.

E. T. WILLIAMS, the United States Chargé d'Affaires at Peking, on "The State Religion of China during the Manchu Dynasty," and, as we recently mentioned in this column, a prominent Chinese scholar, Dr. CHEN HUAN-CHANG, has started a campaign for the establishment of Confucianism as the State religion, and has been working for the insertion in the Constitution of a clause to that effect. To estimate the real significance of Dr. CHEN's proposals, it is necessary to know exactly what he understands by Confucianism, and what he intends to be the effect of its establishment as the State religion. His suggested clause of the Constitution reads, "Confucianism shall be the State religion, while religious liberty shall be accorded to the people of China." If this conception of Confucianism is the commonly accepted one, and embraces simply the moral precepts and system of ethics inculcated in the Confucian classics, its official recognition by the State could result in no inconvenience, but it is hard to see how it could be established as a State religion outside Utopia. If the established religion is to consist of abstract principles, with no external rites and ceremonies, it will be only by enforcing the observance of these principles, at least by the ruling classes, that the State can establish them as its religion. We do not doubt that YUAN SHIH-KAI and his Cabinet would declare themselves irrevocably attached to the five cardinal virtues of the Confucian canon—mercy, justice, piety, wisdom, and good faith—but they would find themselves in many an awkward predicament if the Constitution bound them to observe them always. They would all cheerfully assent to the doctrines that one should not do to another what one would not wish done to one's self, and that all within the four seas are brethren, but the Minister for Foreign Affairs would find it inconvenient to be compelled to conduct the business of his office on these lines. Mr. WILLIAMS, however, construes Confucianism much more widely: "For the private person the *Ju Chiao*, or Confucianism, means the worship of ancestors with certain rites at stated times, the worship of Heaven and Earth on certain special occasions, and the worship of Confucius and other canonized teachers. For the local officials it means, in addition, the worship at the local *She Chi Tan*, or Altar to the Spirits of the Land and those of the Grains, the worship of the tutelary deity of the city, and offerings to canonized heroes. But the most important of the ceremonies connected with this religion are those which until recently were performed by the Emperor, or his representative, in Peking." If this is the meaning Dr. CHEN attaches to Confucianism, and this is the form of religion he wishes to see established by the State, there are serious difficulties before him. It is, for instance, hard to see how this will be compatible with the absolute equality of all citizens of the Republic, unless the whole of the Imperial rites, which probably represent the primitive and purest form of the religion, are cancelled, for Mr. WILLIAMS demonstrates the absolute exclusiveness of the worship of the Emperor at the Altar of Heaven. Even if that difficulty were overcome by recognizing the President as vested with the hierarchical attributes of the Emperor, there would still remain the impossibility of reconciling such an established religion with the religious equality that Dr. CHEN provides for in the same clause. If the State establishment of the religion is to mean anything, it will involve "for the local officials" the worship at the local Altar to the Spirits of the Land and to those of the Grains, the worship of the tutelary deity of the city, and offerings to canonized heroes," that is, there will either be some local officials who will be compelled to conduct rites that are, in their estimation, meaningless or heterodox, or there will be religious tests for local officials, neither of which would accord with the religious liberty that Dr. CHEN desiderates. Dr. CHEN's proposal is perhaps best regarded as representing a reaction from the anti-Confucian attitude that characterized the early days of the Republic, and it will be between these two extremes that China will eventually rest. Though it may not be practicable to establish it as a State religion, the Confucian system of ethics is too valuable to be altogether discarded, nor is it likely to be when men of the standing of General LI YUAN-HUNG recognize the needs of China in this respect. What we may anticipate as the ultimate outcome is that the Confucian classics will retain their pre-eminent place in the literature of China, while the moral principles contained in them—which are, in fact, universal in their applicability—will be taught in the schools, while, as the local Government becomes better organized and controlled, the religious liberty provided for in the Constitution will be realized as an accomplished fact.

An Indian watchman has been sent to hospital suffering from injuries inflicted by a man who is now in custody.

A Chinese was caught smoking tobacco in the Magistracy yesterday, and Mr. J. R. Wood fined him \$1 for his offence.

The Chinese Y.M.C.A. Land Fund was increased yesterday by \$3,331, making the amount to date \$37,742. The campaign will close to-night at 9 o'clock.

The U.S. Army transport *Liscum* which has been practically rebuilt by the Shanghai Dock and Engineering Co., Ltd. had a successful trial trip last week.

A gold ring, set with diamonds and sapphires, has been stolen from the jewel case of Mrs. Morris, of 83, Robinson Road. The ring is valued at \$86.

Mr. J. A. Hayes, the well-known Shanghai jockey, met with a bad accident in a hurdle race for valers at the Kiangwan Race Course last week. Mr. Hayes sustained a broken collarbone and the horse he was riding broke its back. The animal was afterwards shot.

A man who was returning to his native home after a long residence in America was arrested on the Lee Kee Wharf with a revolver and 401 rounds of ammunition in his possession. The man appeared at the Magistracy yesterday, and was fined \$250 or three months' hard labour.

By the Austrian Lloyd steamer *Koerber* leaving to-day for Europe, Mr. von Wiser, who has been Consul for Austria-Hungary in Hongkong for the past five or six years, takes his departure on transfer to the Foreign Office. Madame von Wiser will be much missed in local musical circles. Madame Volpicelli, wife of the Italian Consul-General is travelling to Italy by the same steamer.

TYPHOON WARNING.

The Manila Observatory at 12.36 p.m. yesterday reported: Typhoon E. of Balintang Channel. Moving N.E. Typhoon N.E. of Naha. Moving N.

"KOSTROMA" WRECKED.

A Vladivostok telegram reports that the s.s. *Kostroma* of the Russian Volunteer Fleet has been wrecked off the coast of Kamshacka and is a total loss. The passengers were saved.

LAUNCH OF THE MOTOR VESSEL "TUNG KWONG" AT TAIKOO DOCKYARD.

A finely-modelled steel motor vessel, built to the order of the Asiatic Petroleum Co., Ltd., was launched yesterday at Taikoo Dockyard, the christening ceremony being gracefully performed by Mrs. H. Oldenburg.

The vessel is 116 feet long over all, 19 feet 6 inches beam, and 9 feet 6 inches moulded depth, and has a straight stem and elliptical stern, one pole mast with derrick, also one derrick post with double derricks. Compartments under deck are arranged for carrying benzine in drums, oil in bulk and in tins. Officers and crew are accommodated in rooms aft and round the casing.

The machinery for driving the vessel consists of one set of Bolinder's direct reversible crude oil motors capable of developing 210 D.H.P. Hand windlass, steering gear and winches are installed, and all the latest appliances for the economical working of this type of vessel.

The *Tung Kwong* presents a very smart appearance, and has been built under the supervision of Messrs. van Meines and Tully of The Asiatic Petroleum Co.

REBUILDING HANKOW.

PLAN TO REMODEL CITY STILL TO THE FORE.

As a result of the protest from landowners in the native city, Hankow, against the unsatisfactory state of affairs in connection with the rebuilding of the city, the Hankow Municipal Construction Office, which has the business in hand, is now attempting to raise a loan of \$15,000,000 with a foreign financial agent. The office say that if the loan goes through they will not be content to widen the streets of Hankow only, but as far as possible the original scheme of building a remodelled city will be carried out. This is given as the explanation of the huge sum of money required. The whole scheme, however, has every appearance of falling flat, for the landowners refuse to give consent to the raising of loan till the Government definitely states that the people have no responsibility in the paying back of the principal.

Although the Main Construction Office are presumably the floaters of the loan the idea has got abroad that a large part of the money will be used by the Wuchang government for administrative purposes. The people are made still less enthusiastic over the loan as the sum of \$100,000 has already been spent over the rebuilding of Hankow, no signs of which as yet are evident.—*Central China Post*.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINESE BANK NOTE CASE IN JAPAN.

DR. KOGA SENTENCED TO THREE YEARS.

Tokyo, October 15th.
Dr. Koga, the ex-Japanese Police official who was charged with being concerned in the manufacture of Chinese counterfeit bank notes, has been sentenced to three years' imprisonment. Notice of appeal has been filed.

[THROUGH BROTHER'S AGENCY.]

THE HAMBURG-AMERIKA CO.

INCREASED CAPITAL DEMANDED BY WIDE EXTENSIONS.

London, October 15th.
The increase of £1,600,000 in the Hamburg-Amerika Company's capital is officially explained to be a necessity on account of the great increase in freight and tonnage in view of the prosperous development of goods transport, the Company's entrance to the Far Eastern postal and passenger service and other promising extensions.

THE "VOLURNO" DISASTER.

London, October 15th.
The *Campania* has reported by wireless that she steamed round the *Volturno* on Sunday afternoon. The hull was sound, and making a knot an hour, and she is liable to float indefinitely. They carefully searched for the missing boats, but without avail. Another liner also searched fruitlessly.

THE DUBLIN STRIKE.

MASTERS REFUSE RECOGNITION OF THE UNION UNLESS IT IS RE-ORGANISED.

London, October 15th.
The Dublin employers, in reply to Sir George Aakwith's Report, refuse to recognise the Men's Union until it is properly re-organised in view of the non-observance of agreements.

THE LATE HERR DIESEL'S "FINANCIAL COLLAPSE."

Munich, October 15th.
At a meeting of the creditors of Herr Diesel, the famous inventor, who mysteriously disappeared from a steamer conveying him from Germany to England, it was stated that the deceased's liabilities amounted to half a million marks. There were no assets, except furniture and his residence.

The Chairman said that the inventor's financial collapse was due to speculation in land and house property.

AMERICAN STOREKEEPER'S REQUEST.

ART COLLECTION WORTH \$3,000,000 LEFT TO MUSEUM.

New York, October 15th.
A storekeeper named Benjamin Altman has bequeathed to the Metropolitan Museum an art collection valued at \$3,000,000.

HOME TURF.

PROBABLES FOR THE CESAREWITCH.

London, October 15th.
Following are the probable starters for the Cesarewitch:—

Rivoli (F. Wootton), Lavaine (Whalley), Midas (F. Templeman), Warlingham (R. Crisp), Fantasio (Walter Griggs), Wagstaff (Piper), Night Hawk (Wheatley), Absolute (Jelliss), Fitz Yama (Herbert), Mistinguette (Clout), Dalmatian (Foy), Grave-Greek (Calder), Himan (Smyth), Guller (Redson), Augur (Marsh), Candy Tuft (Cooper), Ancey (W. Beasley), Auctioneering (Buckley), Winthorpe (Patman), Charlton (Ringstead), Pearl Diver (Prout), Farakabad (E. Huxley), Kingsborough (Plant), and Codetta (T. Clark). It is doubtful whether Bridge of Sighs will start.

Betting:—8 to 1 against Fantasio and Wagstaff; 10 to 1 against Night Hawk; 100 to 9 against Ancey; 13 to 1 against Grave Greek; 100 to 7 against Rivoli; 25 to 1 against Mistinguette; 100 to 3 against Guller and Dalmatian; and 40 to 1 against Farakabad.

[THROUGH BROTHER'S AGENCY.]

APPALLING MINE EXPLOSION.

NEARLY 500 MEN IN PERIL.

London, October 15th.
An explosion has taken place in the Universal Colliery, near Cardiff, and the gravest fears are entertained of a large death-roll. Frantic women have gathered at the pithead, and rescue parties have arrived from all parts and are making most gallant efforts to save life.

The latest figures are that 780 men are below, 327 of whom are known to be alive. Six bodies have been brought up as yet. It is estimated that at least 150 persons have perished.

His Majesty the King telegraphed:—"The Queen and I are appalled at the terrible disaster, and deeply sympathise with the families in the loss of their dear ones."

A later message says that the Cardiff explosion appears to be developing into an awful calamity. It is officially stated that 931 men descended to the pit. The explosion occurred on the west side of the mine, and was followed by an outbreak of fire. There are 420 persons entombed on the west side, and these are cut off by the fire. Those on the east side have been brought up, including ten bodies. The persons injured are in a terrible condition.

The Government Mine Inspector says it is impossible to save anyone until the fire is extinguished.

The position last night was:—

Rescued.....496

Missing.....485

The fire is still raging, and there is little hope of any of the entombed men being alive. The rescuers only penetrated for 50 yards into the workings, and most of the victims are entombed nearly two miles further in. Hope has been practically abandoned.

One woman lost her husband, three brothers, and four sons.

MOMENTOUS CABINET MEETING.

London, October 15th.

The forthcoming Cabinet meeting is regarded as the most important for many years. Elaborate precautions are being taken to prevent Suffragette attacks on Ministers. It is expected that the Cabinet will deal with the Irish problem and the Campaign, and the question of a successor to Lord Alverstone, the retiring Lord Chief Justice.

FRENCH OPEN GOLF CHAMPIONSHIP.

CHANTILLY, October 15th.

Duncan won the French Open Golf Championship with a score of 304.

Braid was second with 307, and Sherlock third with 309.

NEW GOVERNOR OF SOUTH AUSTRALIA.

London, October 15th.

His Excellency Sir Henry Lionel Galway, K.C.M.G., D.S.O., Governor of Gambia, has been appointed Governor of South Australia.

PRINCE ARTHUR PROMOTED MAJOR.

London, October 15th.

Prince Arthur of Connaught has been promoted to the rank of Major (in the 2nd Dragoons).

Prince Arthur of Connaught has also been appointed a Knight of the Thistle.

THE ELUSIVE SYLVIA RECAPTURED.

London, October 15th.

Miss Sylvia Pankhurst was arrested yesterday on entering a Suffragist meeting at Poplar.

RECORD AEROPLANE FLIGHT.

London, October 15th.

At Muelhausen Herr Stoefler completed in 24 hours a flight of 2,220 kilometres, creating a record.

COMPANY MEETING.

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

The annual meeting of the Steam Laundry Co., Ltd., was held at Sir Paul Chater's offices yesterday. Mr. F. Maitland presided, and there were also present—Sir Paul Chater, Mr. C. Brown, and Mr. A. D. Gee (manager).

The CHAIRMAN said:—It is with much regret that your directors have for the second year in succession to face you without a recommendation for a dividend; but as the net profit on the year's working was only \$1,613.00, being the amount to be dealt with, viz., \$9,404.99 less the carry forward of \$7,891.99 from previous year, they considered it in the best interests of the company to appropriate the balance of profit and loss account as follows:—Write off machinery \$2,000; write off buildings \$3,000; carry forward to new account \$4,404.99; total \$9,404.99; and they trust you will approve. At one period of the past year there was a bad loss and almost a cessation of work owing to the disorganisation of the business on the departure of your late manager; this, and the defalcation by the comprador, who bolted with \$1,207.21 (included in the \$1,428.61 shown as bad debts written off), are the main reasons for the unfortunate result placed before you. The comprador was secured for \$2,000 cash, which has been estrated. For months past we have done quite well and I am pleased to say that the business is working smoothly and well under our new manager, Mr. Gee. If we continue in the same way I can confidently predict that there will be a dividend for the current year and also that the future of the Company should be prosperous. All losses have been fully provided for, and we have started the current year with a clean slate, as it were. I would point out that 23 per cent. has been paid away in dividends in the past eleven years, or an average of 7.27 per cent. per annum, and besides no less than \$52,825.24 has been written off machinery and buildings during this period. In the past year six well-built Chinese houses, quite close to the laundry, have been erected for the staff; this has the advantage of having most of the staff on the spot and under better supervision, besides which the saving in rent previously paid by the Company gives a fair return on the investment. By the end of this year we should have an up to date dry cleaning department, and with care and good work we expect this branch of our business to greatly increase. We are just about to fix up a new collar moulder from Home, which is the latest thing in collar finishing machines, and we trust this will remove complaints by improving the quality of the work. The position of the Company would be greatly strengthened by the more whole-hearted support of this public, which I think we deserve, as the laundry is as well or better equipped than many laundries at Home, and it is under European supervision. Before moving the adoption of the report and accounts I shall be pleased to answer any questions to the best of my ability.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts as presented.

Sir PAUL CHATER seconded, and the proposition was carried.

Mr. Gee proposed the election of Mr. Maitland as a Director of the Company in place of Mr. Osborne.

Mr. Brown seconded, and it was carried.

Mr. Brown then moved that Sir Paul Chater be re-elected a Director.

Mr. Gee seconded, and the motion was agreed to.

On the proposition of Mr. Brown, seconded by Mr. Gee, Mr. A. Q. D. Gourdin was re-elected auditor, at a remuneration of \$100.

The CHAIRMAN—That is all the business, gentlemen. Thank-you for your attendance. I am sorry that there are no dividend warrants.

GIRLOLOGY.

"Girls who are always in the fashion make good book-keepers, as they are so used to altering their figures."

"A man goes into business for money, a woman for matrimony; he wants to get on, she wants to get off."

"Many a man marries his typist because she is used to being dictated to."

"If a girl is always smiling it is a sign of good teeth."

"If a girl doesn't wear gloves it's a sign of an engagement-ring."

"Girls who are awfully simple are simply awful."

"Never ask a girl's age. If she says it's her birthday, tell her she doesn't look it."

"A young man likes to see his girl's arms round his neck."

—From "Patterlogues" by George Arthurs (Samuel French).

The following New York telegram, dated September 23th, appears in an American contemporary:—"Mrs. Walter Bowne, who eloped with J. Lawrence Mott, last year and was pursued half-way round the world by Hector Fuller, the well-known war correspondent, has been divorced by her husband, Walter Bowne."

HONGKONG PHILHARMONIC SOCIETY.

ANNUAL MEETING.

The annual meeting of the Hongkong Philharmonic Society was held at the City Hall yesterday. H.E. Mr. Claud Severn presiding over a representative gathering of members.

The annual report stated that the membership of the Society was rather larger than that of last season, and numbered 136. The Committee regretted that for a variety of reasons it was found impracticable to give two concerts during the season. The Society, however, had reason to congratulate itself on the concert given as being one of the most successful and popular that has yet taken place. The programme consisted of the concert version of Edward Gernani's opera "Morris England," and was given in the Theatre Royal on February 8th, 1913, before a crowded house by a chorus and orchestra of eighty performers, under the conductorship of Mr. Denman Fuller, who was also responsible for the orchestration. The Committee desired to express their thanks to all those members who took part in this concert, and particularly to Mrs. Gask, Mrs. Goldsmith, Mrs. Hunter, Mrs. Lamb, Mrs. Platt, Mrs. Robertson, Miss White, Mr. F.A. Biden, Mr. E. Bullock, Mr. W. W. Cawsey, Mr. G. P. Lammert, Mr. R. T. Peyton Griffin, Mr. R. E. White and Mr. J. W. White, all of whom rendered valuable assistance as soloists, and to Mrs. R. H. Cousins for her excellent work as the accompanist of the Society. On her departure for England, the Committee, on behalf of the members, presented her with a silver bowl as a small recognition of the assistance she has rendered the Society as a pianist since her association with it in 1900. The Committee also regretted losing the services of Mr. Marshall Wood, who had been Hon. Secretary for the last two seasons, on his departure for Canton; his place was filled by Mr. G. S. Archbutt. The duties of Hon. Treasurer have been carried on for the season by Mr. E. A. G. May. The Committee wished to thank the Conductor, the Hon. Treasurer, and the Hon. Secretary for their untiring efforts in carrying on the work of the Society during the past season, also Mr. C. T. Beath for kindly auditing the accounts. The Society is to be congratulated on carrying forward a balance of \$899.59 to season 1913-1914.

The CHAIRMAN expressed his keen sense of the honour accorded him by the Society in asking him to preside at their annual meeting in the unavoidable absence of Sir Henry May. He knew it was a matter of great regret to Sir Henry that he should be away from the Colony at the time of the Society's annual meeting. Although it was two years since he (the Hon. Mr. Severn) had arrived in the Colony, he had as yet been unable, much to his regret, to take any active part in the affairs of the Society, except in the form of sending a cheque to the Hon. Treasurer. He also very much regretted that he was absent on leave during the last season, when they so successfully performed "Morris England." Although the second concert was not held last season, all would agree that the season was a great success. He also noticed from the report that the membership had increased, and he thought that, although several valuable members of the Society had left, there was every prospect of a successful season ahead of them. There was one point he wished to insist upon most strongly—a point which he noticed Sir Henry referred to last year—and that was the absolute necessity of regular attendance by the members at rehearsals. He had been a member of various Philharmonic and like Societies and choirs for the past 25 years, and he knew how extraordinarily disheartening and discouraging it was to the conductor if the members not only failed to turn up to time, but attended irregularly. From his experience, it was generally the absentees who possessed the loudest and most insistent voices. (Laughter.) If the members attended regularly and punctually, it would greatly alleviate the anxieties of the conductor, and would, he was sure, go to maintain the high position the Society claimed in musical life in Hongkong. (Applause.)

The CHAIRMAN then proposed the adoption of the report and accounts.

This was seconded by Mr. J. A. Young, and carried.

Mr. DENMAN FULLER said that he was greatly encouraged by the success which attended the production of "Morris England" last season. He mentioned that the next concert would be held in the latter part of January next. The first part would consist of a composition by himself for piano and orchestra, and the second part the concert version of "Les Cloches de Corneville."

The officers and the auditor Mr. C. T. Beath, were heartily thanked for their past services, on the motion of Mr. S. Paul, seconded by Mr. Higginbotham.

Mr. G. S. Archbutt was re-elected Hon. Secretary, Mr. J. H. Bullock was appointed Hon. Treasurer, and Messrs. F. Austin, E. J. Chapman, H. F. Hickman, E. Ralphs, A. S. Tuxford, E. A. G. May, J. W. White, and J. A. Young were elected as the Committee.

Mr. RALPHS said he was sure he was voicing the sentiments of the Committee and members of the Society when he said they were extremely grateful to His Excellency for coming and presiding at that meeting. (Applause.)

HAMBURG LETTER.

SPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."

September 24th.

SHIPPING ENTERPRISE.

The stock markets continue to show a little more animation, and shipping shares more particularly have been in better demand at advancing rates, owing to a belief that the difficulties between the Hamburg-American Line and the Norddeutsche Lloyd are approaching a settlement. The Deutsch-Anstral Steamship Company has shared in the improvement; it was formed twenty-five years ago for the purpose of promoting the trade between this port and Australia, the share capital being four million marks. Its progress at first was slow, owing to general depression in business and other adverse circumstances, so that up to the year 1896, with the exception of 1899, when a dividend of 5 per cent. was declared, the shareholders received no interest for their money. Since then, however, it has been more rapid; in 1897 a fresh issue of capital was made of a million marks, two years later the capital was increased to nine millions. In 1901 to twelve, in 1906 to sixteen and last year to twenty. In the beginning of the present century the company owned 24 steamers of an aggregate tonnage of 109,000 tons reg. gross, its fleet now consists of 55 steamers of together 267,000 tons. Seven different lines now perform the service between this port and South Africa, Australia, Dutch East Indies, Singapore and Colombo, whilst a regular line has been established between ports of the United States and Australia and Dutch East Indies. In 1900 the Company distributed a dividend of 12 per cent., and although in the following years the results were less favourable the dividends in 1910 again reached 9 per cent., 1911 10 per cent. were distributed and last year as much as 14 per cent., with every prospect of similar results in the present twelve months. During the boom last year the shares were quoted somewhere between 225 and 230, declining during the panic after the outbreak of the war in the East to about 180; they have since recovered and now stand at 195. The opening of the Panama Canal will no doubt lead to a further development of the company's services.

It is stated that the Hamburg-America Line intend forming a Hamburg-American Company, to be registered in the United States, in order to profit by the preferential rates proposed to be granted to American bottoms. Tenders for several passenger steamers and cargo boats have, it is said, already been invited from American shipbuilding yards.

THE PRODUCE MARKETS.

The produce markets have been quiet on the whole, with the exception of cotton, which, owing to the continuance of unfavourable crop accounts from the States and an active trade demand, has been quite excited at times, prices advancing by leaps and bounds. Last night's cables from New York report the first appearance of frost which would be uncommonly early and need not be taken too seriously; it has, however, caused a further rise of values. It was confidently predicted in the summer that a heavy balance of old cotton would be taken over into the new season, whereas stocks in Liverpool and Bremen are now at a low ebb, and spinners find it difficult to supply their wants in the better grades. Accounts of the iron trade from the States are very encouraging, particularly as regards steel, whilst in this country complaints are pretty general that old orders are gradually running out and fresh ones coming in but slowly; but, as stated before, the various crops are panning out well, to use an American expression, so that a good home trade may be expected during the winter, although there may be a pause in the export demand and the high-water mark of last season will not be reached again for the present. Much will depend on the state of the money market, and, unfortunately, although the stringency is gradually relaxing, there does not seem much chance of materially lower rates later on.

THE NATIONAL WEALTH OF GERMANY.

Dr. Karl Helfferich, one of the directors of the Deutsche Bank in Berlin, has just published a book giving the results of a careful study of the growth of the national wealth of Germany during the reign of the present Emperor. The *Tägliche Rundschau* sums them up as follows: The annual income of the people has increased from 32 to 25 milliard marks in 1895 to 40 milliards, of which seven are used for public purposes and about twenty-five are spent by the owners, leaving as surplus eight to eight milliards and a half, to which have to be added the interest on former accumulations, so that the wealth of the nation may now be taken to amount to 300 milliard marks as compared with 200 milliard marks at the time of the accession to the throne of Kaiser Wilhelm I.

PROFESSOR VAMBERY'S DEATH.

The death of the eminent Orientalist, Professor Arminius Vambery, of Budapest,

which occurred last week, has not been taken much notice of in our daily press. He was born in 1832 in a small village in the neighbourhood of the Hungarian capital of Jewish parents in humble circumstances, who are supposed to have come from South Germany, their name having been Bamberger. At twelve years of age he was apprenticed to a tailor, but succeeded in scraping together the means for attending a grammar school in the vicinity, through which he passed with credit. After that he devoted himself to the study of Oriental languages and history, paying several visits for that purpose to Turkey and Central Asia. With little pecuniary help from outside, through sheer hard work and indomitable energy and perseverance he soon became known and was eventually offered the chair of Oriental languages at the university of Budapest, which he occupied with distinction to the end of his life. Besides several European languages he spoke and wrote Turkish, Persian, Mongolian, etc., was a great authority on all Central Asiatic questions. He was a fast friend of England and in frequent letters to the *Times* newspaper pointed out, from the very beginning, the dangers of the aggressive policy of Russia in Asia.

FOOTBALL.

UNITED SERVICES LEAGUE—DIV. II.

87th CO. R.O.A. v. D.O.L.I. BUGLERS.

Played at Stonecutters, a very fast game being witnessed. The Artillerymen played a very strong side, including several of the regimental team, but the Buglers' defence was in fine form all through. The final result was in favour of the R.G.A. by 2 to 1.

D.O.L.I. RESERVES v. R.E. RESERVES.

The former side won by 4 goals to nil. The Cornwalls were very much superior to their opponents, and won pretty easily. The "Junior" Engineers appeared to be rather new to the game, while their conquerors showed unmistakable signs of having had previous experience and this more than nullified the extra weight of the sappers.

N.M.S. "TAMAR" RES. v. HONGKONG POLICE. At Happy Valley yesterday. The sailors faced the seen but Martin very soon scored for them with a decent shot, but the Police very soon equalised, Clarke getting on the blind side of Spellane and making no error with his shot. Then Rawlings broke through and gave the Tars the lead, which they retained till crossing over. The second half was very well contested, but the sailors' backs seemed to err on the side of generosity. Again and again they let the guardians of the peace through, and finally Grimmett again brought the scores level. This was all that happened, and a draw of two goals each was a fair result, on the day's play.

FORMOSA.

(FROM A CORRESPONDENT.)

TAIPEI, October 8th.

The season for Formosa Oolong tea is drawing to a close. Within a month, the Tea Hongs will all be closed, and the foreigners who have no other business here will be gone or going, until May next. This exodus of the tea merchants and the advent of winter, when it rains almost every day, means a life of desolation to the remaining few. The autumn of the tea fall short of the previous year and prices have been considerably higher than a couple of seasons back. Still, what is of more importance, the quality has improved greatly.

There has been neither typhoon nor flood here this year, for which residents are very thankful. Last year, Taihoku was visited by two typhoons accompanied by floods which did much damage in the town and surrounding districts, with loss of life and property. Old residents recall that there have been intervals of several years in which no typhoon has come near this place. Let us hope we are in one such interval now and may it be a long one.

The third anniversary of the Portuguese Republic was celebrated here in a manner that bespoke well the patriotic feelings that inspire the hearts of the few members of the Portuguese community in this remote corner of the world. A lunch was given at his residence by Mr. J. L. A. Maher to his fellow-citizens, after which host and guests repaired to the Club Portuguese, where some members of the other communities were also gathered. The spacious grounds of "Glee Ho" Villa, the residence of Mr. J. C. Gutierrez (lent to the Club) and the Club's pavilion were beautifully festooned with bunting, ferns and Japanese lanterns. Tennis was indulged in during the afternoon and was followed by a dinner at which the Club's honorary president, Mr. Maher, in a felicitous speech proposed the health of the President of Portugal and the prosperity of the Republic, which was drunk with enthusiasm. Other toasts were also drunk, and the party spent a very enjoyable evening.

CARGO STORAGE QUESTION AT SHANGHAI.

SHIPPING COMPANIES AND MERCHANTS' DIFFERENCES.

An important meeting of Shippers and Shipping Companies was held at the offices of the China Merchants' S. N. Co. last week to consider the question of storage.

The Shipping Companies had, several days prior to the meeting, drawn up and presented to the shippers the following reasons against the extension of the present free storage period for the consideration of the merchants.

The merchants argue that the steamer companies should revert to the former longer periods of free storage under 3 headings, viz.: (1) That the change was brought about by the new Customs regulation for storage of goods, and as this has been withdrawn by the Customs there is no occasion for the steamer companies to continue their new system; (2) That the 15 days period of free storage seriously embarrasses the trade of merchants and is being enforced at an unsuitable time when their trade is upset by the revolution; and (3) steamer companies should make their profits out of freights and not storage. Our reasons are therefore given under these headings and in answer to these arguments.

Change brought about by new Customs regulation. It is true that this was given as a reason at the time, but it was only a small reason and only acted as a turning weight in the scale when added to the other reasons which influenced the steamer companies. These other reasons were (1) serious congestion was experienced in godowns of all the companies owing to godown accommodation generally having gradually become limited in relation to merchants requirements. (2) A position was reached when very little more land remained for increasing godowns and enabling business to expand further under the old conditions of long free storage and some remedy had to be found for that difficulty or trade would be seriously interfered with in a short time. Merchants might have to take delivery from ships and the companies refuse the extra cargo. (3) The old system was not fair as between merchants themselves, some articles were only allowed 15 days free storage. Under a uniform system of 15 days it would be more likely that godown space would be available for cargo that really required it, to the exclusion of cargo unnecessary, blocking up godowns. (4) The companies were not getting an adequate return on their outlay such as would serve as an inducement to extend storage facilities under present altered and more expensive conditions. The present value of wharf properties in Shanghai alone is many millions of taels, which has been provided out of the capital of the shipping companies and saved to the merchants. It is therefore only fair and reasonable that the companies should get a small return as interest on their outlay and to cover working expenses, which is all that is sought for by the charges now in force. Moreover, it is in the interests of merchants that the companies should be induced to extend their storage facilities so as to meet as fully as possible an expanding trade.

2.—That the 15 days period of free storage embarrasses trade at a time when it is upset by the revolution. This period of free storage has now been in force some little time and yet trade is happily rapidly recovering from the effects of the revolution. If some merchants can do business with 15 days free storage why cannot others? It must be remembered that the longer periods of free storage resulted from competition between the steamer companies many years ago at a time when storage was cheap and was offered to merchants, not asked for by them.

3.—That steamer companies should make their profits out of freights not storage. Apart from the reasons already given above for godown profits not being confused with those (or sometimes losses) of freights, it would be impossible to regulate a charge fairly, as cargo which did not require storing would be paying a charge not incurred, while freight rates vary in different trades and at different seasons in each trade, fluctuating according to circumstances unconnected with storage. The rate of freight on sugar, for instance, from Canton and Hongkong has for many years remained at a comparatively low level, but we do not understand that the Canton merchants would prefer to pay a higher rate of freight equivalent to the difference between the present 15 days and the old 45 days free storage because the extra freight would have to be paid always whereas 45 days storage would only be required sometimes.

After four or five speeches from Chinese merchants, Mr. SHABERT (Butterfield & Swire) suggested that the arguments of both sides should be published and carefully considered and at the end of a week or so a representative should be appointed by each side to arrange a settlement.

Mr. INGLIS (Jardine, Matheson & Co.) said he should like to refer briefly to two points raised—the first about the reduction of free storage being responsible for the very large increase of business. By embarrasing their business he took it they meant by payment of the 30 days which they used to get free that it puts them in a bad position vis-à-vis selling their cargo. Was he right?

Mr. HUANG SHAO-YEN—The Chinese method of doing business in this: they reckon up the cost of goods, shipping charges, interest, etc., and then telegraph their orders. As a rule, Chinese merchants do not sell their goods according to time. A few of them may do so, but not all. Sometimes in the space of a few days, prices might jump, in which case it would be to their benefit if the free storage were longer so that they could hold their goods, as otherwise they would be compelled to sell same to pay storage.

Mr. INGLIS (continuing)—Has any one taken the trouble to go into figures and see how the storage on 1 bag of sugar influences the cargo? The rate on sugar is 2 Candas per bag per month. A bag is 135 catties, storage is 3 Candas, which works out Candarens 1.5 per picul, which is 1/5th of One Cash per catty. In all countries, the merchants pay no increase in cost of any article, this falls upon the consumer. In Manchester, where wages are on the increase and the price of the raw material is higher, the merchant pays a higher price and charges same to consumer. I should like that view considered, that the consumer pays, not the merchant. 1/5th of one Cash per catty on sugar. I think even the poorest consumer can afford to pay that. It was said by a gentleman here that the length of free storage was the sole means of making business so large as it is at present. That we entirely disagree with. In places where there are no such godown facilities business has increased just as at Shanghai. Further, for many years past cargo coming here from America and Europe has been allowed only 10 days and the business has increased enormously without any extra free storage being given.

Mr. WANG—Storage no doubt comes to a very small amount if you figure on 1 picul, but if you figure on hundreds of piculs, the sum is a considerable one.

Mr. INGLIS—The proportion may be run into thousands, or any sum, but it is the consumer that has to pay all the world over.

Mr. HUANG SHAO-YEN quite agreed with what Mr. Inglis and Mr. Shadgett had said about sugar, but he found that since free storage had been reduced, this cargo has not been coming in the same quantity from Swatow. According to telegrams and letters received from Swatow, they also united in not agreeing to this new change, but the Guild here had telegraphed to Swatow notifying them that the merchants were in conference with the shipping companies over the matter.

Mr. SHABERT—Of course the Swatow people do not know our reasons and they are not therefore in the same position as the Guilds here to deal with the matter.

Mr. INGLIS—Does Mr. Huang wish to suggest that the withdrawal of the month's free storage has stopped the exportation of sugar from the South?

Mr. HUANG—Yes, not only sugar but all commodities.

Mr. INGLIS—Does he refer to Swatow sugar only?

The INTERPRETER—Sugar and other commodities.

Mr. INGLIS—Does he know how much Java sugar is coming to Shanghai in competition with other sugar? Has he any idea? We had a steamer arrive here the other day with some 50,000 piculs, which is equal to 6 ordinary coastal shipments from Swatow.

Mr. CHOW stated that no doubt both sides have their arguments to which they will adhere. The matter is after all just such a very big one and the Chinese merchants are not pressing any extraordinary demand, but ask that you let things remain as heretofore.

Mr. SHABERT proposed that both sides appoint one representative of the amicable kind to discuss and settle the matter, but the Chinese Merchants explained that they were all representatives of different Guilds and could not very well elect one representative. The best plan would be for the shipping companies to give them a reply at once which would be passed on to their people and the subject matter closed.

Mr. SHABERT replied that it would be better for the merchants to appoint one man to go into the question with a representative from the steamer companies as it would save these big meetings.

Mr. WANG—I thought that more Java sugar came from Hongkong than from Java direct.

Mr. INGLIS—This is not correct. A very large direct business is being done now by the Java-China-Japan Line of steamers, and the business has increased very considerably of late.

The INTERPRETER—The merchants ask me to say that they think you should decide upon the point at issue at once, as the practice has been carried on for years, and after all it does not involve much.

It was finally decided that the Foreign shipping companies would communicate their views in due time when they had an opportunity of discussing the question amongst themselves.—Condensed from *Shanghai Mercury*.

THE JAPANESE SHIPPING SUBSIDIES.

PROBABLE SUBJECT OF WARM DISCUSSION.

Among the subjects calculated to give rise to hot discussion in the coming session of the Japanese Diet, says the *Japan Mail*, is the proposed revision of the regulations governing the shipping subsidies, the terms of the subsidies so far granted to vessels on the American and European routes all expiring in December next year. Preparatory investigations are now in progress by the Committees appointed for the purpose by the different political parties. Among others the Kokumintokai is said to have agreed to advocate a decrease of the subsidies as far as possible. In this context, it may be noted that the subsidies hitherto granted, the term of which expires in December next, aggregate 3,169,344 yen for the Nippon Yusen Kaisha liners on the Antwerp line; 514,535 yen for the Beattle line of the Nippon Yusen, 1,110,741 yen for the Tacoma line of the Osaka Shosen, and 2,037,793 yen for the San Francisco line of the Toyo Kisen Kaisha; 722,441 yen for the South American line of the Toyo Kisen, and 413,245 yen for the Australasian line of the Nippon Yusen Kaisha.

American is determined to maintain its reputation as the home of sensations. The latest is the discovery of a waiter who refused a tip.

A careless compositor, in setting up the words "Woman" without her man would be a "savage," put the punctuation in the wrong place, which made it read: "Womn, without her man, would be a savage."

INTIMATIONS.

BAD ERUPTION ALL OVER BABY'S BODY.

Hardly Slept at All. Completely Disfigured with the Spots. One Box of Cuticura Ointment and Cuticura Soap Completely Cured.

67, York Rd., Walthamstow, Essex, Eng.
My baby was cured after two weeks' treatment with Cuticura Soap and Cuticura Ointment. At the beginning of the summer she had a very bad eruption all over her body, even her fingers being affected. It came in the form of spots which as fast as one healed, another formed. The spots gradually getting larger and were inflamed causing great irritation which caused the baby to scratch so that they commenced to break and run with what looked like water. She hardly slept at all except in short snatches. The child was completely disfigured with the spots.

"I saw the Cuticura advertisement and sent for samples, and after her first bath with the Cuticura Soap and application of the Cuticura Ointment I knew she was fast on her feet. For a fortnight I continued the baths with Cuticura Soap, and applied the Cuticura Ointment gently after. I used only one box of Cuticura Ointment and Cuticura Soap, and they completely cured her." (Signed) M. M. Saunders, Jan. 23, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U.S.A.

49 Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[93-7]

THE COMING

WHISKY

OF THE FAR EAST.

JOHN HAIG'S GLENLEVEN.



"My Favourite Drink."

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[31]

MAPPIN & WEBB, LIMITED.

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JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
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LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

PASSENGERS.

ARRIVED.

Per *Chonan*, from Shanghai, Mr. Reid.
Per *Yong*, from Singapore, Mr. Crip
and Mr. Johnstone.

Per *Nile*, for Hongkong, from Tsingtau,
Miss Graham; from Pootow, Mr. L. C.
Van Lier.

Per *Empress of Japan*, for Hongkong,
from Vancouver, Mr. and Mrs. T. T.
Williams; Miss L. T. Williams; Mr. A. B.
Buchanan; from Yokohama, Mr. Rains-
forth; from Kobe, Mr. L. Wilson, Mr.
and Mrs. Carey; Mr. J. T. W. Caldwell;
Mr. and Mrs. J. McVeigh; Mr. and Mrs.
Mann; Mr. Mann, Jr.; Master Mann;
from Nagasaki, Mr. Lantano; Mr. De-
prat; from Shanghai, Mr. W. Klausner,
Mr. H. Colyn, Dr. T. W. Kew, and Dr.
W. J. Collins.

Per *Alcibi*, for Hongkong, from Bremen,
Mr. and Mrs. P. W. Prising; from
Hampden, Mr. C. M. Reynolds; from
Pootow, Messrs. Coetzler, Lehmann, de
Jong, Michels, Rossi, Anchio, Rohla,
Zimmermann, Slarson, Mr. and Mrs. K.
Kotter, Mr. and Mrs. J. Dextor; from
Colombo, Mr. J. B. Cardew; from
Pootow, Mrs. Johnston and child; from
Singapore, Messrs. J. Curtis, Lutting-
haus, Thomson, Cowlishaw, Martin, Dr.
Kubitz, Dr. Scherger and Dr. Muller.

DEPARTED.

Per *Nile*, for London, Mrs. R. Stewart
and family, Miss M. Palmer, Mr. W. A.
Golden; for Brindisi, Mr. C. W. Lasher;
for Colombo, Mr. and Mrs. C. Sterrett-
Rogers.

PASSENGERS EXPECTED.

BY P. & O.

Per P. & O. str. *Nubia*, from London
September 6th.—To Hongkong: Miss M.
Gouley, Mr. and Mrs. N. G. Nolan and
children, Mrs. and Miss Taylor, Mr. W. A.
Cullen, Mr. C. Owen, Mr. C. O. Taylor, Mr.
T. Taylor, Mrs. G. H. Murphy, Mrs. R.
Parker, Mr. C. R. Hake, Mr. D. J. Brown,
Miss B. King.

Per P. & O. str. *Madina*, connecting with
the steamer *India* at Colombo. From London
September 15th.—To Hongkong: Mrs. A.
Cullen and child, Miss Cullen, Mr. A.
Cullen, Miss A. Linnor, Mrs. F. A.
Simons, Mr. and Mrs. E. W. C. White,
Mr. R. B. Mair, Mr. T. S. Adams.

Per P. & O. str. *Sunda*, from London
September 20th.—To Hongkong: Mr. W.
Allen, Mr. J. H. Barr, Miss W. Stubbs, Mr.
Ronnie, Mrs. F. P. Lachlan, Miss D. Stone.

Per P. & O. str. *Mongolia*, connecting
with the str. *Devana* at Colombo. From
London October 3rd and from Marseilles
October 10th.—To Hongkong: Mr. H. H.
Gompertz.

Per P. & O. str. *Sardinia*, from London
October 4th.—To Hongkong: Mrs. G. P. and
Miss Linnor and children, Mrs. Barrington,
Mrs. Bolton, Miss P. Keith, Miss C. M.
Forrest, Mrs. Martin and child, Miss H.
Gibson, Mrs. J. Bucknill and child, Miss
N. Wilson, Miss B. E. Newcombe, Miss
Bridges, Miss McCurry, Mr. E. Dawson and
child, Miss A. Armstrong, Miss C. Boyant,
Miss F. O'Dell, Miss J. S. Dobie, Rev. and
Mrs. J. C. Howland and children, Mr.
Thomas, Mr. and Mrs. W. C. Rothney and
children.

Per P. & O. str. *Macedonia*, connecting
with the steamer *Argo* at Colombo. From
London October 17th and from Marseilles
October 24th.—To Hongkong: Mr. A. Mont-
gomery, Capt. W. W. Lindsay, Mr. and
Mrs. Shepard and child.

Per P. & O. str. *Simla*, from London
October 18th.—To Hongkong: Lance-Sergeant
W. Rodas, Miss L. E. Walker, Mrs. Kennedy
and children, Miss S. S. Ward, Miss L.
Bowlst, Major L. L. Hepper, Mrs. C.
Parsons, Mr. R. K. Miller, Mrs. F. Boggy,
Mr. and Mrs. E. Walker, Mr. C. Walker,
and Mrs. Cousins and children, Mrs.
Brown.

BY N.E.L.

Per N.Y.K. str. *Aki Maru*, from London
August 30th.—To Manila: Mr. and Mrs. R.
Miss J. and Master R. Alberto.—To Hong-
kong: Mr. H. E. King, Miss S. Ho Shoo,
Mr. T. Hunter.

BY R.M.L.

Per N.D.L. str. *Kleist*, from Southampton
September 9th.—To Hongkong: Mrs. M. G.
Arthur, Mr. C. M. W. Reynolds. From
Genoa September 18th.—Mr. L. Anchio, Mr.
L. Lehmann, Mr. L. Rossi, Mr. M. Robba.
From Naples, September 19th: Mr. and
Mrs. J. B. Dexter.

PANAMA CANAL.

AMERICAN MENACE TO BRITISH SHIPPING.

At the British Association at Birmingham last month, Professor Kirkaldy delivered an address on "Some of the economic effects of the Panama Canal." Professor Kirkaldy said the Canal would add enormously to the commercial facilities between the various regions of the American continent and the adjacent islands, hence important developments might be expected. The West India Islands would enter upon a new period of prosperity, especially when the internal combustion engine took the place of steam and oil replaced coal. English business and financial methods would have a great effect on making the West Indies important to shipping. The comparative States of Central and South America would undergo rapid developments owing to increased immigration of Europeans and increased trade. These local benefits would be the chief, and ample justification for the construction of the Canal. As to the effect on world trade, America realized the importance of the canal trade to the United Kingdom. There would be a strenuous attempt to displace British coal throughout the world in order to give American shipping the advantages at present enjoyed by British. If successful this would deal a mortal blow at our mercantile marine. Thus the British coal industry must realize the situation, and both the capital and labour interest resolve to hold the markets at all costs until the fuel question—coal or oil—was finally settled. The published scheme of tolls, which freed American coasting ships, raised an international question. If the Canal were worked on business principles higher tolls would be exacted from other shipping, thus could either cause a prevalence of decrease the tonnage using the Canal.

Taking London and New York as the typical European and American ports, the markets of the world fell into three classes:—(1) Countries in close proximity to the Canal; here the effect would be greatest, and in many cases, the use of the Canal a necessity. (2) Australasia and the Far East. At present there was a choice of routes to these markets. Panama would offer another alternative. (3) Ports not directly affected. Class 3 was receiving most attention from those examining the effects of world trade. There was a parallel equidistant from London and New York, and from New York and Panama. On the South Coast of Australia this was Port Lincoln—Adelaide being the nearest great port. All Asiatic ports west of Japan would continue to be nearer to London. e.g., Manila would be 2,000 miles nearer. But all Japanese and New Zealand ports, and all Australian ports east of Australia would be nearer New York. If it cost \$2 to transport one ton of goods 1,000 miles, the distance saved would give American manufacturers an advantage of from 2s. to 7s. 6d. per ton on all goods supplied to ports between Melbourne and Wellington.

ALL-ROUND-THE-WORLD SERVICES.

When Panama was open would all-round-the-world services be organized? Great Britain was in a better position to do this than any other country. The current recently that an existing shipping combine was trying to arrange an amalgamation with one of the oldest Far Eastern shipping companies were probably due to the hope of being able to commence such a service, having some of the chief trades of the world as tributaries, from the moment that Panama was available. The Canal would be one of the decisive factors in the Canal's prosperity, and hence the keenest commercial rivalry. The American Government were planning to supply good coal at either end of the Canal at 18s. per ton. The English coal on the Suez route was at present much dearer; to maintain the Suez route in its integrity the supply of cheaper coal was a necessity. When replaced coal the British Empire resources would be ample to maintain our commercial position, but this must not be in the meantime be placed in jeopardy, or disaster might ensue. Great Britain was a great creditor nation. The British, too, had banking establishments all over the world. London was the great settling-place for international trade. All this gave England a very great advantage. Finally, the Englishman was, roughly speaking, the best man in possession, and though at one time he seemed somewhat contemptible, he had many very wide awake. He had many advantages:—(1) for the transport services; cheap, economically worked ships, carefully organized trading facilities throughout the world, and the knowledge and experience which enabled him to retain old trades and be the first to enter new ones. (2) So far as retaining the market for manufactured goods was concerned he had an unrivalled labour force, endowed with hereditary skill, he could get the pick of the raw material, thanks to his knowledge of markets, and a fiscal policy which favoured England as a buyer of raw and semi-manufactured materials; finally, British goods were known all over the world for their quality. It should be noted, in conclusion, that the economic effects of the route could be easily exaggerated. So far as the outside world was concerned, the greatest effect of the opening of the Canal would probably be to get commerce and trade out of a groove, and to inaugurate an all-round modernization of business methods. The old mode of doing things, friction, and the factors of production would have to be eliminated, capital and labour in competing countries would have to learn to work harmoniously together. Socially and economically this would effect a very great result. Was it what America dreamed of when she entered upon this stupendous undertaking?

DISCUSSION.

Sir Oliver Lodge said that great enterprise, the Panama Canal, which had altered the features of the earth, was interesting to every section of the British Association. The application of physics, chemistry, and engineering to the enterprise was obvious. It was also closely related to geography. But that biology

should have come into it was unexpected. In previous enterprises of the kind biology had not been prominent. The construction of the Panama Canal would not have been possible but for biological research. The microbes of disease were not to be exterminated by any amount of engineering skill. Yet they had to be overcome before any white man could work on the Canal, and the biological methods which had been adopted for the extermination of the microbes of malaria had proved so successful that, whereas formerly the "fumant ditch," as the Americans called it, was a perfect horror and the grave of white men who tried to work there, it was now as healthy as New York. That was a tremendous achievement.

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MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

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ALWAYS IN STOCK.

should have come into it was unexpected. In previous enterprises of the kind biology had not been prominent. The construction of the Panama Canal would not have been possible but for biological research. The microbes of disease were not to be exterminated by any amount of engineering skill. Yet they had to be overcome before any white man could work on the Canal, and the biological methods which had been adopted for the extermination of the microbes of malaria had proved so successful that, whereas formerly the "fumant ditch," as the Americans called it, was a perfect horror and the grave of white men who tried to work there, it was now as healthy as New York. That was a tremendous achievement.

Mr. E. Berwick, California, said he had worked on the Panama Canal, and his hope always had been that the Canal should not arouse strife between nations, but unite them. He could assure the section that the American people at large did not censure the views on the question of the Canal tolls which had been expressed by the Yellow Press. The American people thought that it paid a nation to be a gentleman; and they wanted to behave in accordance with that belief.

NEW APOLOGY DEMANDED BY SHANGHAI JAPANESE.

Though it is a fact, says the *China Press*, that apologies have been demanded from the Chinese by Mr. Ariyoshi, the Japanese Consul-General at Shanghai, in the matter of the recent arrests of Japanese subjects, there is no cause for fear that there will be a repetition of the Nanking tension. Indeed, the Japanese themselves speak quite lightly of the matter, though nevertheless they will insist on getting what they have asked for. As to this they do not anticipate there will be any trouble.

When seen by a representative of the *China Press*, Mr. Ariyoshi explained that the demand covered all the Japanese subjects who, within the past few weeks, had been arrested and detained by the Chinese, as subsequent investigations showed, without any cause. The persecution of Japanese subjects took on such a serious aspect in the case where two Japanese and a number of Formosans were arrested that it could not be overlooked.

It was not only that these people had been wrongfully arrested and illegally detained over too long a period, the Japanese having to demand that they be handed over, instead of the suspects being sent to the Consulate at once, but complaints had been made of robbery, torture and violence.

Several of the arrested people had attested that, when taken into custody, they had in their possession both Japanese and Chinese money, but, when they were sent to their Consulate, they were only given back the Japanese money. Of

course, the amounts were not large, but that did not make the affair the less serious.

Again, some of the Japanese had stated that unnecessary violence was used towards them, whilst the Formosans alleged actual torture and doctors had certified that these people had really suffered serious injury. The men averred that the Chinese police made them kneel down with their hands secured over their knees, then rods were thrust at the back of their knees and heavy pressure applied. Besides this, they were beaten.

The Consulate had sent a demand to the local chief of police, through the Commissioner of Foreign Affairs, for a full apology, the punishment of the police officers concerned in the matter, the return of all the money withheld from the captives, and the payment of all doctors' fees incurred, together with recompense for what losses had been sustained by the people through their detention.

Mr. Ariyoshi said he did not anticipate any difficulty would be raised and there was no intention of making the affair any more than a local one, unless, of course the Chinese acted in a high-handed manner, in which case it might be necessary to appeal to higher quarters.

MOUTRIE'S NEW OVERSTRUNG MODEL

\$425.

A LIBERAL DISCOUNT FOR CASH.

GUARANTEED FOR FIVE YEARS.

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[620-1]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"DELTA"

Arrived Hongkong on 9th October, 1913

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where stock and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "Moldavia,"

From Persian Gulf, ex s.s. B. I. S. N.

and B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. ILWERTT, Superintendent.

Hongkong, 9th October, 1913.

[1]

FROM EUROPE.

THE H.A.L. Steamship

"ARABIA"

Captain C. P. H. Laving, arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 16th inst., at 10 A.M.

All claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th October, 1913.

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OPTIONAL CARGO will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 16th inst., at 9:30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Jolo" from Davao.

Ex s.s. "Giborg" from (Giborg).

Ex s.s. "Jacoba" from (Norfolk).

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 15th October, 1913.

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S.S. "ATLANTIQUE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London-ex-s.s. "Bague" and "Bretin" and from Bordeaux-ex-s.s. "Ville d'Aras" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or fire-prone Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 20th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th inst., or they will not be recognized.

All damaged packages will be examined on the 18th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de SUSSIERRE, Acting Agent.

Hongkong, 12th October, 1913.

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVERSTON & Co., Agents.

Hongkong, 9th October, 1913.

[1134]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF BARODA"

Captain E. Mason, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 16th inst., at 10 A.M.

All claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th October, 1913.

[119]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

ON SALE

AT THE

"HONGKONG DAILY PRESS" OFFICE.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form.

PRICE

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Hongkong, 6th October, 1913.

VISITORS AT HOTEL

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 25th Oct. "MIRAMICHI"
From Colombo: 19th Nov.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
From Hongkong about Middle of February, 1914.
For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.
A PCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for KOREA and MOJI on 5th October.
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOREA and MOJI on 9th November.

WESTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 22nd October.
S.S. "JELONGA," 5,206 tons, Capt. J. R. O. Sullivan, will be despatched on 25th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
AGENTS.
Hongkong, 16th October, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

| STEAMERS | Tons | From Hongkong calling at |
|-----------|--------------------------|--|
| MONGOLIA | 27,000 tons, twin screws | COMFORT. SHANGHAI, NAGASAKI. |
| MANCHURIA | 27,000 tons, twin screws | KOREA (via Island Sea). |
| KOREA | 18,000 tons, twin screws | SAFETY. YOKOHAMA and HONO. |
| SIBERIA | 18,000 tons, twin screws | LULU (the Paradise of the Pacific) through Service via |
| NILE | 11,000 tons. | SPEED. NEW YORK to Europe. |
| CHINA | 10,200 tons. | |
| PERIA | 9,000 tons. | |

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

| First-Class | Single | 6 Months Return |
|---------------|--------|-----------------|
| TO LONDON | £71.10 | £120 |
| SAN FRANCISCO | 45 | 68 |
| LONDON | 65 | 109 |
| SAN FRANCISCO | 36 | 54 |

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

| STEAMERS | Tons | Sailing |
|-----------|--------|---------------------------------|
| MANCHURIA | 27,000 | TUESDAY, 21st Oct. at 1 p.m. |
| NILE | 11,000 | TUESDAY, 28th Oct. at 9.45 a.m. |
| MONGOLIA | 27,000 | SATURDAY, 24th Nov. at 1 p.m. |
| PERIA | 9,000 | TUESDAY, 25th Dec. at Noon. |
| KOREA | 18,000 | TUESDAY, 9th Dec. at 1 p.m. |
| SIBERIA | 18,000 | TUESDAY, 16th Dec. at 1 p.m. |
| CHINA | 10,200 | TUESDAY, 30th Dec. at Noon. |
| MANCHURIA | 27,000 | TUESDAY, 6th Jan. at 1 p.m. |

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

| From Hongkong | Arrive Manila | Leave Manila | Due Hongkong |
|-----------------|---------------|--------------|--------------|
| 28th Oct. NILE | 30th Oct. | 18th Oct. | 20th Oct. |
| 5th Nov. PERIA | 24th Nov. | 30th Oct. | 1st Nov. |
| 30th Dec. CHINA | 1st Jan. | 15th Nov. | 17th Nov. |
| 10th Jan. NILE | 12th Jan. | 24th Nov. | 24th Nov. |
| 7th Feb. PERIA | 15th Feb. | 20th Dec. | 22nd Dec. |

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

| DESTINATION | STEAMERS | Tons | DATE OF SAILING |
|------------------------------------|--------------|-------|-----------------|
| SHANGHAI, YOKOHAMA, KOREA and MOJI | "ST. HELENA" | 7,500 | On 31st Nov. |

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, Top Floor.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE.

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN.

VIA SHANGHAI.

| FOR | STEAMER | TO SAIL |
|------------------------------|-----------------|------------------|
| MARSEILLES VIA PORTS | "ARMAND BEHIC" | On 21st October. |
| SHANGHAI, KOREA and YOKOHAMA | "ERNEST SIMONS" | On 20th October. |

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, or PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10, 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

HONGKONG, CANTON, MACAO & PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 16th OCT., 1913.
8 a.m. HONAM
10 p.m. FATSAN.

FRIDAY, 17th OCT., 1913.
8 a.m. HEUNGSHAN
10 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 19th OCTOBER, 1913.

The Company's Steamship
"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 tons

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.
S.S. SAINAM, 588 tons, and S.S. NANNING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 5.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAI" and "SANGU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA

TRANS-CONTINENTAL
WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU 22,000 tons.
S.S. CHIYO MARU 22,000 tons.
S.S. SHINYO MARU 22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playroom for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts, Perfect Service—Unequalled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierra—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 628.

O. LAZY GOODRICH,
GENERAL ORIENTAL AGENT,
5, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE),
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Dec FARES: Hongkong-Trieste (Venice), 250 1st, 236 2nd, 219 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "PERIA," 12,500 tons, will leave as above about 1st November.

These Steamers are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I 23.15, II 26.15.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lausanne, Paris, Calais or Boulogne, Class I 23.15, II 26.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I 29.11, II 26.9.

BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I 27.9, II 25.15.

TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st November, at 5 a.m. FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
S.S. "NIPPON," 13,900 tons, will leave as above about 30th October.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIELER & Co., Agents.
Hongkong, 3rd October, 1913.

HOMeward, PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer | Steamers to | Leave | Leave | Connecting Steamer | Due at | Due at |
|--------------------|-------------|----------|----------|-----------------------|------------|------------------------|
| "ORIENTAL" | to | SHANGHAI | HONGKONG | from Colombo | MARSEILLES | PLYMOUTH (1 day later) |
| YOKOHAMA | COLOMBO | RAI | HONGKONG | MARSEILLES and LONDON | LES | |
| p.m. | | 6 p.m. | Noon | | Saturday | Friday |
| Thurs. | | Thurs. | Satur. | | 14th | 14th |
| Jan. 8 | EGYPT | Jan. 13 | Jan. 17 | MOOLTAN | Feb. 14 | Feb. 20 |
| Jan. 22 | DEVANHA | Jan. 27 | Jan. 31 | MOREA | Feb. 28 | Mar. 6 |
| Feb. 5 | CHINA | Feb. 10 | Feb. 14 | MALOJA | Mar. 14 | Mar. 20 |
| Feb. 19 | ASSAYE | Feb. 24 | Feb. 28 | MARMORA | Mar. 28 | Apr. 3 |
| Mar. 5 | INDIA | Mar. 10 | Mar. 14 | MOLDAVIA | Apr. 11 | Apr. 17 |
| Mar. 19 | DEVANHA | Mar. 24 | Mar. 28 | MEDINA | Apr. 25 | May 1 |
| Apr. 2 | ARCADIA | Apr. 7 | Apr. 11 | NONGOLIA | May 9 | May 15 |
| Apr. 16 | DELTA | Apr. 21 | Apr. 25 | MALWA | May 23 | May 29 |
| Apr. 30 | ASSAYE | May 5 | May 9 | MOOLTAN | June 6 | June 12 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

| | 1st Saloon | 2nd Saloon | Accommodation | Single | Return |
|------------|------------|------------|---------------|--------|--------|
| LONDON | £65 | £44 | £40 | £97 | £59 |
| MARSEILLES | £61 | £42 | £38 | £91 | £57 |

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

| STEAMERS | Leave | Leave | Leave | Leave | Due at | Due at |
|----------|---------|----------|----------|---------|------------|---------|
| | YAMA | SHANGHAI | HONGKONG | S'PORE | MARSEILLES | LONDON |
| BORNEO | Jan. 6 | Jan. 17 | Jan. 21 | Jan. 27 | Feb. 23 | Mar. 4 |
| NANKIN | Jan. 20 | Jan. 31 | Feb. 4 | Feb. 10 | Mar. 9 | Mar. 19 |
| NYANZA | Feb. 3 | Feb. 14 | Feb. 18 | Feb. 24 | Mar. 23 | Apr. 1 |
| NORE | Feb. 17 | Feb. 28 | Mar. 4 | Mar. 10 | Apr. 6 | Apr. 15 |
| NILE | Mar. 3 | Mar. 14 | Mar. 18 | Mar. 24 | Apr. 21 | Apr. 30 |
| MALTA | Mar. 17 | Mar. 28 | Apr. 1 | Apr. 7 | May 5 | May 14 |
| SUMATRA | Mar. 31 | Apr. 11 | Apr. 15 | Apr. 21 | May 19 | May 28 |
| NUBIA | Apr. 14 | Apr. 25 | Apr. 29 | May 6 | June 3 | June 12 |
| NAMUR | Apr. 28 | May 9 | May 13 | May 20 | June 18 | June 27 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single, £75 Return.
2nd Saloon £35 Single, £52 Return.

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATE |
|---|---------------------------|--------|---------------------------------|
| MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE | KATOBI MARU | 20,000 | WED'DAY, 22nd Oct. at Daylight. |
| PORE, PENANG, COLOMBO, SUEZ and PORT SAID | KAMO MARU | 15,000 | WED'DAY, 5th Nov. at D'light. |
| VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOREA, YOKOHAMA and YOKOHAMA | SANUKI MARU | 12,500 | TUESDAY, 21st Oct. at Noon. |
| | SHIDZUOKA MARU | 12,500 | TUESDAY, 4th Nov. at Noon. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE | TANGO MARU | 12,500 | WED'DAY, 22nd Oct. at Noon. |
| | NIKKO MARU | 9,600 | WED'DAY, 19th Nov. at Noon. |
| CALCUTTA VIA SINGAPORE, PENANG and RANGOON | TOSA MARU | 12,000 | SATURDAY, 18th October. |
| BOMBAY VIA SINGAPORE, and COLOMBO | KAWACHI MARU | 12,500 | FRIDAY, 17th October. |
| KOBE and YOKOHAMA | MISHIMA MARU | 16,000 | THURSDAY, 23rd Oct. at 11 a.m. |
| SHANGHAI, MOJI & KOBE | BOMBAY MARU | 6,000 | WED'DAY, 22nd October. |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU | 9,600 | WED'DAY, 22nd Oct. at 11 a.m. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | COLOMBO MARU | 5,000 | MONDAY, 27th October. |

— Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

| STEAMER | TONS | SAILS | WED'DAY |
|---------------|--------|-------|----------------|
| MITASAKI MARU | 16,000 | " | 28th January. |
| RYTANO | 16,000 | " | 11th February. |
| IYO | 12,500 | " | 25th February. |
| HIRANO | 16,000 | " | 11th March. |
| KATOBI | 20,000 | " | 8th April. |
| KAMO | 16,000 | " | 22nd April. |
| KASEIMA | 20,000 | " | |

FOR AMERICA.

| STEAMER | TONS | SAILS | TUESDAY |
|----------------|--------|-------|----------------|
| SHIDZUOKA MARU | 12,500 | " | 27th January. |
| TAIHA | 12,500 | " | 10th February. |
| AKI | 12,500 | " | 24th February. |
| SADO | 12,500 | " | 10th March. |
| YOKOHAMA | 12,500 | " | 24th March. |
| AWA | 12,500 | " | 7th April. |

With option of Rail between Steamer's Calling Ports in Japan.
For further information as to Freight, Sailing, &c., apply to
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.
11-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------------------------------|-----------------|----------------------------|
| SHANGHAI, MOJI, KOBE, NOKA, AND YOKOHAMA | Capt. F. J. Fox | 19th Oct. | Freight and Passage. |
| SHANGHAI | INDIA, Capt. C. G. Talbot, R.N. | About 23rd Oct. | Freight and Passage. |
| LONDON VIA USUAL PORTS | DELTA, Capt. W. B. Le Mare, R.N. | 25th Oct. | See Special Advertisement. |
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MAUSSELES | SYRIA, Capt. C. R. Longden, R.N. | About 29th Oct. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th October, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|----------|------------|----------------------|
| SHANGHAI | "ANHUI" | On 15th Oct., 4 P.M. |
| SHANGHAI | "CHENAN" | On 18th Oct., 4 P.M. |
| SHANGHAI | "TAMING" | On 21st Oct., 4 P.M. |
| SHANGHAI | "HUICHOW" | On 23rd Oct., 4 P.M. |
| SHANGHAI | "YINGCHOW" | On 25th Oct., 4 P.M. |
| SHANGHAI | "YINGCHOW" | On 28th Oct., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW," and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a last, regular service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on leaving through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45..... RETURN \$75.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 16th October, 1913. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

| STEAMER | CAPTAIN | LEAVING |
|-------------|----------------------|--------------------------------|
| "HAI CHING" | Capt. W. O. Passmore | FRIDAY, 17th Oct., at 11 A.M. |
| "HAI YANG" | Capt. A. B. Hodgins | TUESDAY, 21st Oct., at 11 A.M. |
| "HAI TAI" | Capt. J. S. Bosch | FRIDAY, 24th Oct., at 11 A.M. |

For SWATOW AND RETURN

(Occupying 3 Days)

| STEAMER | CAPTAIN | LEAVING |
|-----------|-------------------|----------------------------------|
| "HAI YUN" | Capt. J. W. Evans | SATURDAY, 18th Oct., at 4 P.M. |
| "HAI YUN" | Capt. J. W. Evans | WEDNESDAY, 22nd Oct., at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS LAURIE & CO.,
GENERAL MANAGERS.

Hongkong, 16th October, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|----------|--------------------------------|------------------------------|
| ALDENHAM | 20th October | On 5th Nov., 11 A.M. |
| EMPIRE | 5th November | On 21st Nov., 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.**HAMBURG - AMERIKA LINIE.**IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD. | HOMeward. |
|----------------------------------|---|
| FOR SHANGHAI, KOBE AND YOKOHAMA: | FOR MARSEILLES, HAVRE & HAMBURG: |
| S.S. ALBANIA | S.S. HOBDE |
| S.S. SAMOA | S.S. SUEDEMARK |
| S.S. SERBIA | FOR HAVRE, ANTWERP & HAMBURG: |
| S.S. ANDALUSIA | S.S. SUEDEMARK |
| S.S. ISTRIA | FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or): |
| S.S. ALTWARK | S.S. ANDALUSIA |
| S.S. SIBIRIA | S.S. BAYERN |
| S.S. SIBIRIA | FOR BREMEN, HAMBURG & ANTWERP: |
| S.S. SIBIRIA | S.S. BRISGAVIA |
| S.S. SIBIRIA | FOR HAVRE, BREMEN & HAMBURG: |
| S.S. SIBIRIA | S.S. ARABIA |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office

Hongkong, 16th October, 1913.

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**SAN FRANCISCO LINE.**

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

| STEAMER | CAPTAIN | DATE OF SAILING |
|---------------|---------------|-------------------------------|
| CHIYO MARU | W. W. Green | FRIDAY, 17th Oct., Noon. |
| NIPPON MARU | A. G. Stevens | WEDNESDAY, 5th Nov., at Noon. |
| TENYO MARU | B. Bent | TUESDAY, 11th Nov., at Noon. |
| HONGKONG MARU | S. Togo | FRIDAY, 23rd Nov., at Noon. |
| SHINYO MARU | H. S. Smith | THURSDAY, 4th Dec., at Noon. |

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 17th October, at Noon.

SOUTH AMERICA LINE.

In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

| STEAMER | TONS | DATE OF SAILING |
|-----------|--------|-------------------------------|
| ANYO MARU | 18,500 | WEDNESDAY, 3rd Dec., at Noon. |
| KIYO MARU | 17,200 | THURSDAY, 5th Feb., at Noon. |
| BUYO MARU | 10,500 | |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).**PHILIPPINES S.S. CO.**

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|----------------|-----------------------------------|----------------------|
| ZAFIRO | 4000 | F. S. McMurray | Manila, Macarati, Cebu and Iloilo | On 24th Oct., 4 P.M. |
| RUBI | 4000 | J. Miller | Manila, Macarati, Cebu and Iloilo | |

Electric Light. Pass in every Cabin. Complimentary Stowaways Carried. For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers, Hongkong, 3rd October, 1913.

SAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| STEAMER | CAPTAIN | LEAVING |
|----------------|--------------|---------------------------------|
| "CHIYO MARU" | Goto | THURSDAY, 30th Oct., at 1 P.M. |
| "CANADA MARU" | K. Hori | WEDNESDAY, 12th Nov., at 1 P.M. |
| "TACOMA MARU" | T. Hamada | THURSDAY, 27th Nov., at 1 P.M. |
| "PANAMA MARU" | J. Kame | WEDNESDAY, 10th Dec., at 1 P.M. |
| "SEATTLE MARU" | T. Saito | THURSDAY, 25th Dec., at 1 P.M. |
| "MEXICO MARU" | N. Kobayashi | WEDNESDAY, 7th Jan., at 1 P.M. |

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| STEAMER | CAPTAIN | LEAVING |
|---------------|--------------|-----------------------------|
| "INDO MARU" | K. Komiya | THURSDAY, 23rd Oct., 4 P.M. |
| "LUZON MARU" | A. Yamamoto | 26th Nov., 4 P.M. |
| "SAIGON MARU" | T. Yamaguchi | FRIDAY, 26th Dec., 4 P.M. |

FOR MOJI, KOBE AND YOKKAICHI.

| STEAMER | CAPTAIN | LEAVING |
|---------------|--------------|------------------------------|
| "SAIGON MARU" | T. Yamaguchi | WEDNESDAY, 12th Nov., 4 P.M. |
| "LUZON MARU" | H. Yamamoto | THURSDAY, 26th Dec., 4 P.M. |
| "INDO MARU" | K. Komiya | |

CHINA AND FORMOSA LINE

FOR FOCHOW VIA SWATOW AND AMOY.

| STEAMER | CAPTAIN | LEAVING |
|--------------|-------------|--------------------------------|
| "KAIJO MARU" | Y. Yamamoto | WEDNESDAY, 22nd Oct., at Noon. |

FOR TAMSUI VIA SWATOW AND AMOY.

| STEAMER | CAPTAIN | LEAVING |
|---------------|-----------|-------------------------------|
| "DAIJIN MARU" | M. Nagano | SUNDAY, 19th Oct., at 10 A.M. |
| "DAIGI MARU" | K. Nagano | SUNDAY, 26th Oct., at 10 A.M. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| STEAMER | CAPTAIN | LEAVING |
|--------------|------------|---------------------------------|
| "SOSHU MARU" | K. Tashira | WEDNESDAY, 29th Oct., at 8 A.M. |

FOR CANTON.

| STEAMER | CAPTAIN | LEAVING |
|--------------|------------|-------------------|
| "SOSHU MARU" | K. Tashira | FRIDAY, 24th Oct. |

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sze Yip Wharf (near the Harbour Office, Praya Central).

Z. KAMIYA,
MANAGER

Second Floor No. 1 Queen's Building.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|---|-----------------------------------|--------|-------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "GNEISENAU," Capt. F. Rahn | 18,300 | Thursday, 16th Oct., at Noon. |
| MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND," Capt. A. Huzar | 6,000 | Saturday, 1st Nov., at 9 A.M. |
| JESSELTON, KUDAT and SANDAKAN | "BORNEO," Capt. J. Koshlitz | 5,000 | Friday, 1st Oct. |

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & Co.

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 15th October, 1913.

PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

| STEAMSHIP | DISPLACEMENT | ON |
|-------------------------|--------------|-------------------|
| *"PRINZ LUDWIG" | 18,300 TONS | ON FEBRUARY 3RD. |
| "GÖRGEN" | 17,300 | ON FEBRUARY 18TH. |
| *"DERFFLINGER" | 17,250 | ON MARCH 3RD. |
| "KLEIST" | 17,000 | ON MARCH 18TH. |
| *"PRINZ EITELFRIEDRICH" | 17,000 | ON MARCH 31ST. |
| "YORK" | 17,000 | ON APRIL 15TH. |
| *"PRINZESS ALICE" | 20,300 | ON APRIL 28TH. |

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR, AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELOHRS & CO., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 16th October, 1913.

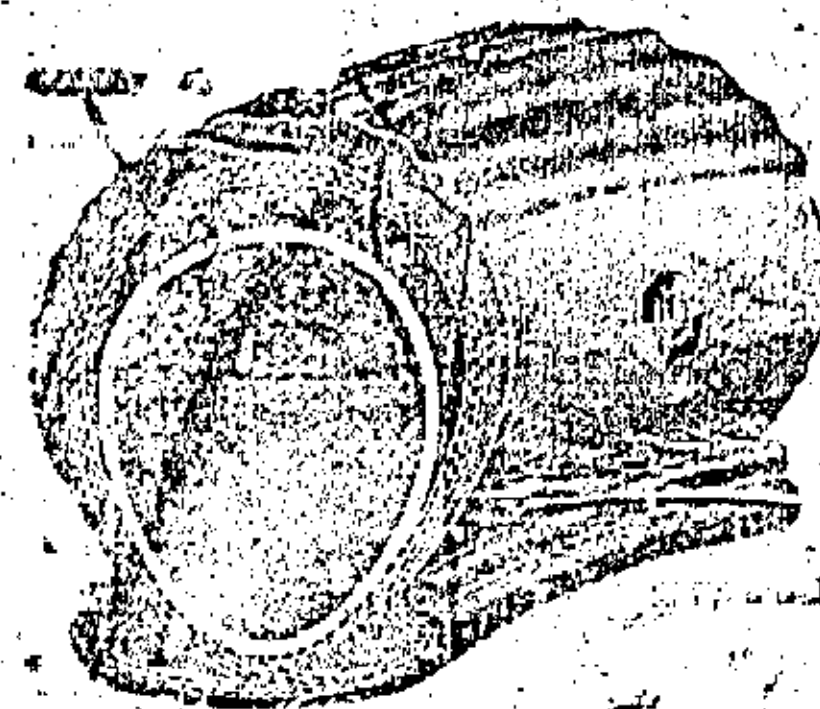
"HONGKONG DAILY PRESS" PUBLICATIONS.

| | | | |
|---|---------|--|-------------|
| DIRECTORY AND CHRONICLE OF THE FAIR EAST | \$10.00 | MISSIONARY DIRECTORY, on paper | cover 0.60 |
| Do. Do. Smaller Edition | 6.00 | MISSIONARY DIRECTORY, on cloth | cover 1.00 |
| CHILDREN OF FAR OATHAY, a Social and Political Novel, by C. H. H. H. H. | 3.50 | DOG AND GUN in New Territory | 1.00 |
| THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891 | 1.00 | FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations | 1.75 |
| THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account | 0.50 | HONGKONG WEEKLY PRESS, half-yearly vol., bound | 7.50 |
| TEMPORARY MINING REGULATIONS IN CHINA | 0.50 | FIFTY YEARS ANGLO-CHINESE CALENDAR, 1854 to 1912 | 2.00 |
| CONSTRUCTION IN CHINA | 0.50 | RATES OF EXCHANGE AT HONG KONG, English Mail | 1.00 |
| HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually | 5.00 | BOMBAY, RATES OF EXCHANGE AT HONGKONG, English Mail | 1.00 |
| MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladymith Relief Column | 1.00 | CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe | 2.00 |
| WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh | 1.00 | PLAN OF THE WEST RIVER | 1.00 |
| POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA | 0.25 | " VICTORIA | 1.00 |
| TRADE MARK REGULATIONS IN CHINA | 0.25 | " KOVLOON | 0.75 |
| | | " PEAK | 0.75 |
| | | " NEW TERRITORY | 0.75 |
| | | POWER OF ATTORNEY FORM | 0.25 |
| | | MAIL TABLES for 1913 | 0.30 & 0.25 |

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

| BRITISH. | RIBBLE, T.B.D., 590 tons, 7.50 f.d., 6 guns |
|---|--|
| Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, cruising | Lt.-Comdr. E. J. G. Mackinnon, cruising. |
| Atlas, admiralty tug, 515 tons, 1,400 i.h.p., Hongkong. | Robin, river gunboat, 35 tons, 2 guns, 240 n.p., Lt.-Comdr. J. Fleetwood-Nash, Hongkong. |
| Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. H. E. Pritchard, Weihaiwei. | Rosario, depot ship for Submarines, 280 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong. |
| Brimart, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. W. H. Darwall, Hankow. | Sandpiper, river gunboat, 35 tons, 2 guns, 240 n.p., Lieut.-Comdr. I. A. S. H. Hatton, West River. |
| Calamus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. E. T. Williams, Shanghai. | Snipe, river gunboat, 35 tons, 2 guns, 240 n.p., Lt.-Comdr. Maurice P. Leslie, Yangtze. |
| Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong. | Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Hyder, Hongkong. |
| Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Shanghai. | Tamar, receiving ship, 4,650 tons, 6 guns, Commander R. Anstruther, C.M.G., Hongkong. |
| Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong. | Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. H. A. Guy Stoford, Chungking. |
| Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Shanghai. | Thistle, gunboat, 710 tons, 900 i.h.p., Lt.-Comdr. H. E. N. Cottrell-Dormer, Hongkong. |
| Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marsh Rowley Hill, en route Hongkong. | U.S. T.B.D., 590 tons, 7,500 f.d., 6 guns; Lieut. Maxwell, cruising. |
| Kinsla, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Murray, Yangtze. | Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt.-Comdr. Boddam Whetham, Hongkong. |
| Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. E. C. O. Pasco, Labuan. | Walland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, cruising. |
| Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C.B.), 27,000 i.h.p., Capt. E. B. Kidd, cruising. | Whiting, torpedo boat destroyer 350 tons, 5 guns, 5,900 i.h.p., Lieut.-Comdr. R. Neville, cruising. |
| Monmouth, armoured cruiser, 9,200 tons, 22,000 i.h.p., Capt. B. H. E. Bartlett, M.V.O., en route Hongkong. | Wilgoun, gunboat, 195 tons, 2 guns, 800 n.p., Lieut.-Comdr. J. C. F. Barrett, Yangtze. |
| Moorhen, river gunboat, 190 tons, 2 guns, 800 i.h.p., Lt.-Comdr. Alan Dixon, Canton. | Woodcock, gunboat, 150 tons, 2 guns, 550 n.p., Lt.-Comdr. M. B. E. Blackwood, Yangtze. |
| Newcastle, 2nd class cruiser, 4,200 tons, turbine, 22,000 f.d., Capt. F. A. Boulton, Cruising. | Woodard, gunboat, 150 tons, 2 guns, 550 n.p., Lt.-Comdr. Robin W. Lloyd, Yangtze. |
| Nightingale, river gunboat, 37 tons, 240 n.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtze. | Submarines: |
| Otter, torpedo-boat destroyer, 395 tons, 6 guns, 6,200 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong. | C. 35, J. J. McGillicie, Lieut.-Comdr. |
| | C. 37, J. A. Gaimon, Lieut.-Comdr. |
| | C. 38, R. K. C. Pope, Lieut.-Comdr. |
| | T.B. 035, Lieut. Comdr. Handley, Hongkong. |
| | T.B. 036, Lieut. Comdr. Stillman, Hongkong. |
| | T.B. 037, Lieut. Comdr. Nicol, West River. |
| | T.B. 038, Lieut. Comdr. Seymour, West River. |

PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 13th October, 1913.

[44-35]



LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

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(PURELY)

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Hongkong, 13th October, 1913.

[44-13]

GRAETZIN WIRE LAMPS

BRIGHT

DURABLE

ECONOMICAL



65 CENTS

PER PIECE

16 C.P. 50 C.P.

EHRICH & GRAETZ, BERLIN.
HUGO C. A. FROMM,
GENERAL AGENT.

Hongkong, 13th October, 1913.

[44-13]

POST OFFICE NOTICE.

CHRISTMAS AND NEW YEAR'S PARCEL MAIL.

The Public are informed that the Christmas Parcel Mail to the United Kingdom and Countries beyond will be closed in this Office at 5 p.m. on the 7th November. This Parcel Mail by the long sea route via Gibraltar is due to reach London on the 13th December. The following Mail of the 21st November will be treated as the New Year Mail, and is due to reach London on the 27th December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents, and with this mail are due in London on the 20th December.

Parcels containing Gold or Silver must be insured for at least part of their value. All insured Parcels must be sealed. All the seals must be of the same colored wax, and must bear the impression of a private device. This device must be the same on each seal. Straight, curved, crossed or dotted lines are not admissible. Buttons, Coins and Thimbles cannot be used for sealing.

The Clerk of the Post Office are forbidden to affix stamps on letters or parcels or to seal any article for the public. Parcels that in the opinion of the officer handling the same do not comply with the regulations will not be accepted.

It is requested that Parcels be posted early.

The *Tango Maru*, with the American Mail, ex Nip, is due to arrive here on Monday, the 21st inst.

FOR PER DATE

Hongkong, 16th, 10.00 a.m.

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Hongkong, 16th, 10.00 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.

October 15th.

| | |
|--------------------------------------|-----------|
| ON LONDON: | |
| Telegraphic Transfer | 2 1/2 |
| Bank Bills, on demand | 2 1/2 |
| Bank Bills, at 30 days sight | 2 1/2 |
| Credits, at 4 months sight | 2 1/2 |
| Documentary Bills, at 4 months sight | 2 1/2 |
| ON CALCUTTA: | |
| Bank Bills, on demand | 25 1/2 |
| Credits, at 4 months sight | 25 1/2 |
| ON GERMANY: | |
| On demand | 205 |
| ON NEW YORK: | |
| Bank Bills, on demand | 48 1/2 |
| Credits, at 60 days sight | 49 1/2 |
| ON HONGKONG: | |
| Telegraphic Transfer | 149 |
| Bank, on demand | 149 1/2 |
| ON SHANGHAI: | |
| Bank, at sight | 73 1/2 |
| Private, 30 days sight | 73 1/2 |
| ON YOKOHAMA: | |
| On demand | 97 1/2 |
| ON MANILA: | |
| On demand | 98 1/2 |
| ON SINGAPORE: | |
| On demand | 85 1/2 |
| ON BATAVIA: | |
| On demand | 121 1/2 |
| ON HAITHONG: | |
| On demand | 1 1/2 pm. |
| ON SAIGON: | |
| On demand | 77 1/2 |
| ON BANGKOK: | |
| On demand | 79 1/2 |
| SOVEREIGNS, Bank's Buying Rate | \$9.95 |
| Gold, 100 fine, per tola | \$52.60 |
| BAR SILVER, per tola | \$23 1/2 |

SUBSIDIARY CENTS.

| | | | |
|----------|-----------------|--------|-----------|
| Chinese | 30 cents pieces | \$8.25 | discount. |
| Chinese | 10 | \$8.25 | |
| Hongkong | 20 | \$6.10 | |
| Hongkong | 100 | \$7.95 | |

MAILS VIA SIBERIA.

| | |
|-----------------|---------------|
| London | October 11th. |
| Shanghai | October 13th. |
| September 28th. | |
| September 27th. | |

SHARE LIST—QUOTATIONS.

HONGKONG, 15TH OCTOBER, 1913.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV'D. |
|--|----------------|----------|----------|--------------------------|--------------------------------|
| BANKS. | | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$790, sellers | 54 p.c. |
| China Bank Corporation, Limited | 60,000 | \$12 | all | \$91 | 54 p.c. |
| China Light & Power Company, Ltd. | 50,000 | \$5 | all | \$4, sellers | |
| China Provision & Mortgage Co., Ltd. | 50,000 | \$1 | all | \$9, sellers | 73 p.c. |
| COTTON MILLS | | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 90,000 | Tls. 50 | all | Tls. 146 | |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$9, sellers | 5 p.c. |
| Dairy Farm Company, Limited | 40,000 | \$7 1/2 | all | \$27, x. div. | |
| DOCKS AND WHARVES. | | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$89 | 5 p.c. |
| H'kong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$77 1/2, buyers | 3 p.c. |
| New Amoy Dock Co., Limited | 10,000 | \$6 1/2 | all | \$8 1/2, sellers | 73 p.c. |
| S'hai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 56, buyers | |
| S'hai and Hongkong Wharf Co., Ltd. | 35,000 | Tls. 100 | all | Tls. 109 | |
| Green Island Cement Co., Limited | 400,000 | \$10 | all | \$6 1/2, sal. & buy. | |
| Hongkong Electric Co., Limited | 90,000 | \$10 | all | \$4 1/2, buyers | 4 p.c. |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$125 | 5 p.c. |
| Manila Metropolitan Hotel, Limited | 15,000 | \$5 | all | \$25 | |
| Hongkong Ice Company, Limited | 15,000 | \$5 | all | \$150, sellers | 54 p.c. |
| H'kong & South China Steamship Co., Ltd. | 60,000 | \$10 | all | \$23 | 94 p.c. |
| H'kong & South China Steamship Co., Ltd. | 15,000 | \$10 | all | \$23 | |
| Hongkong Steel Foundry Co., Ltd. | 15,000 | \$10 | all | \$10 | |
| Hongkong Tramway Co., Ltd. | 325,000 | \$5 | all | 9 1/2, sellers | |
| INSURANCES. | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$345, buyers | 6 p.c. |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$153, buyers | 62 p.c. |
| Hongkong Fire Insurance Co., Ltd. | 8,000 | \$250 | \$50 | \$370, buyers | 74 p.c. |
| North China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 137 1/2 | |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$785, buyers | 61 p.c. |
| Yangtze Insurance Association, Ltd. | 12,500 | \$100 | \$50 | \$195, ex Ex 73 | |
| LANDS AND BUILDINGS. | | | | | |
| H'kong Land Reclamation Agency Co., Ltd. | 50,000 | \$100 | all | \$113, sellers | 64 p.c. |
| Hongkong Land Reclamation Co., Ltd. | 35,000 | \$100 | \$75 | \$200 | |
| Hampshire Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$9 1/2, sellers | 54 p.c. |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$50 | \$46 | 7 p.c. |
| Shanghai Land Investment Co., Ltd. | 78,000 | Tls. 50 | all | Tls. 89 | |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$72, sellers | 53 p.c. |
| Maatschappij tot Mijn- en Boschbouw exploitatie in Langkat | 25,000 | Gds. 10 | all | Tls. 32, sal. & buy. | |
| MINING. | | | | | |
| Chinese Engineering and M. Co., Ltd. | 1,000,000 | \$1 | all | 32 1/2 | |
| Heawood Tin and Rubber Estate, Ltd. | 822,000 | 2 1/2 | all | 25 | |
| Rau Australian Gold Mining Co., Ltd. | 230,000 | \$1 | all | \$3.10, buyers | |
| Tromps Mines, Limited | 25,000 | \$1 | all | 50 | |
| Peak Tramways Co., Limited | 50,000 | \$10 1/2 | all | \$10 1/2 | 74 p.c. |
| Philippine Co., Limited | 75,000 | \$10 | all | \$5 | |
| Fulper & Papeteries du Tonkin Societe des | 13,200 | \$50 | all | \$20, sellers | |
| REFINERIES. | | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$95, sellers | 3 p.c. |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$35, sellers | |
| STEAMSHIP COMPANIES. | | | | | |
| China and Manila Steamship Co., Ltd. | 50,000 | \$25 | all | \$38, sellers | 5 p.c. |
| Donghai Steamship Co., Limited | 20,000 | \$50 | all | \$23 1/2, buyers | 74 p.c. |
| H'kong, Canton & Macao S.B. Co., Ltd. | 80,000 | \$15 | all | \$9 1/2 | |
| Indo-China Steam Navigation Co., Ltd. | 60,000 | \$5 | all | \$88 1/2, L'don | |
| Shell Transport & Trading Co., Ltd. | 2,500,000 | \$1 | all | \$9 1/2, sales | 6 p.c. |
| Sun Fire Insurance Co., Limited | 50,000 | \$10 | all | \$57 1/2, sales | 53 p.c. |
| South China Morning Post, Limited | 6,000 | \$25 | all | \$22 | |
| Steam Laundry Company, Limited | 20,000 | \$5 | all | \$4, sellers | |
| STORES AND DISPENSARIES. | | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$25 | |
| Powell, Wm., Limited | 15,000 | \$7 | all | \$10, sellers | 4 p.c. |
| Watson & Co., A. S., Limited | 90,000 | \$10 | all | \$8 | |
| Weismann, Limited | 5,000 | \$10 | all | \$31 | |
| Union Waterboat Co., Limited | 50,000 | \$10 | all | \$17 1/2, buyers | 5 1/2 p.c. |

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FORTHCOMING EVENTS.

| | |
|--|--|
| Saturday, 18th Oct. — Noon—The China Light and Power Co., Ltd. Meeting of Shareholders. | |
| Saturday, 25th Oct. — Noon—Hongkong Hotel Co., Ltd. Extraordinary General Meeting. | |
| Sat., Tues. and Thurs., 25th, 28th and 30th Oct. — 9.15 p.m. — Entertainment "Twelfth Night" at the Theatre Royal. | |
| Wednesday, 29th Oct. — Noon—Hongkong Jockey Club Half-Yearly Meeting. | |
| Wednesday, 5th Nov. — 2.15 p.m. — Meeting of the Licensing Board in the Council Chamber. | |

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